

ABSTRACT

Parsons conducted a Phase I archaeological survey and architectural evaluation of portions of the proposed Milton Bypass, along State SR5 and Sussex 319, Sussex County, Delaware. The investigations were conducted for the Delaware Department of Transportation (DelDOT) and were performed in accordance with the requirements of the National Historic Preservation Act of 1966, as amended, the Advisory Council's Guidelines set forth in 36CFR800 for the Protection of Historical and Cultural Properties, the Delaware State Management Plans for Prehistoric Resources, and the Guidelines for Architectural and Archaeological Surveys in Delaware (Delaware State Historic Preservation Office 1993). The Federal Highway Administration (FHWA) is the lead Federal agency for this undertaking.

Within the Limits of Clearing (LOC) along the roadways, Phase I archaeological survey consisted of pedestrian survey in areas under cultivation, and the excavation of 76 shovel test pits (STPs) in areas likely to contain intact archaeological deposits. Based upon a sensitivity study conducted in 2001 by McCormick, Taylor and Associates, Inc., the STP interval varied from 5 to 15 meters depending on the probability of encountering historical and/or Native American archaeological resources. In addition to STPs, four 1 x 1 meter test units were excavated to gain a better understanding of stratigraphy in areas where initial survey determined the presence of cultural material.

Completion of the Phase I archaeological investigation resulted in the recovery of 2,295 artifacts from 80 STPs, four test units, and surface collection. Historical artifacts were found in 43 STPs and in all four test units. All of the artifacts from the STPs were recovered from the A/A_p horizon or the A/B soil interface. The majority of artifacts in test units also were recovered from these horizons, with the exception of 82 artifacts recovered from two features. These two features consisted of a posthole and associated post mold and one posthole with no visible mold. Five additional shovel tests excavated to investigate the footprint of a proposed pipeline produced no artifacts.

The Phase I archaeological survey resulted in the identification of five historical sites: Plum Site (7S-C-88/CRS#S-10025), Driveway Site (7S-C-86/CRS#S-10023), Chamber Pot Site (7S-C-87/CRS#S-10024), Shell Button Site (7S-C-89/CRS#S-10026), and Two Hills Site (7S-C-90/CRS#S-10027). No Native American sites were located. The distribution of artifacts indicated that the core of these sites lie outside the Limits of Clearing (LOC). Test units were located only within the LOC for the project, and thus site boundaries for all of the sites could not be definitively determined. However, four of the sites (CRS#S10024-10027) lacked integrity, resulting in a recommendation in each case of not eligible for the National Register of Historic Places (NRHP). The Driveway Site (7S-C-86/CRS#S10023) may retain integrity, but the portion of the site located within the LOC appeared to lack research potential, resulting in an overall recommendation of "treat as not eligible". It is further recommended that the portion of the Driveway Site located outside the LOC be further investigated in the event of future impact, and the eligibility issue be revisited.

Architectural evaluation for the three residences (CRS #S-3527, S-3461, and S-9851) and two bridges (CRS #S-9849 and S-9850), and reconnaissance level surveys and assessments also were conducted. A comparative analysis of similar resources was undertaken and a determination of eligibility regarding the potential listing of the five resources was completed. Two residences (CRS #S-3461 and S-9851) and Bridge 3-918 (CRS #S-9850) are not recommended potentially eligible for listing on the National Register of Historic Places (NRHP). The Draper/Bonk House (CRS #S-3527) is recommended potentially eligible for listing on the NRHP as associated with the Draper family, a locally significant family whose relationship to Milton includes the ownership of the Draper Cannery (Criterion B). In addition, the Draper/Bonk House is a fine example of the Colonial Revival style and is further enhanced by its clinker brick cladding (Criterion C).

Bridge 3-806 (CRS #S-9849) was recommended eligible for listing on the NRHP because although the resource did not represent the work of a master, its use of multiple arches in the parapet walls was a unique design feature for reinforced concrete box culverts in Delaware (Criterion C). Draft HAER recordation of the bridge was completed prior to construction work associated with the expansion of Sussex 319. Examination of the bridge following removal of the existing deck revealed no new features related to its construction, and final HAER documentation of the bridge was completed.

Phase III archaeological data recovery investigations were undertaken in association with structural remains related to a nineteenth-century sawmill located in the streambed north of the bridge. Partly articulated timbers that represented the base of the mill structure were documented. An insufficient amount of the structure remained for a clear interpretation, but the mill appeared to have been a long and narrow structure, possibly two-storied with a penstock and waterwheel or turbine below and saw machinery above.